

The Hong Kong Telegraph.

No. 116.]

HONGKONG, THURSDAY, OCTOBER 27TH, 1881.

[PRICE—\$16 PER ANNUM.]

Shipping.

FOR MANILA (DIRECT).

THE Spanish Steamer
"EMUY,"
Captain Blanco, will be despatched for
the above Port TO-MORROW, the
28th instant, at 5 p.m.
For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, 25th October, 1881.

Intimations.

**TUITION IN THE FRENCH
LANGUAGE,**
by Monsieur LOUIS PIRON, aîné;
SINGING (CULTURE OF THE VOICE)
by Monsieur EUGENE PIRON, jeune.
44, Queen's Road.
Hongkong, August 30th 1881.

**RECORD OF AMERICAN and
FOREIGN SHIPPING.**
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

**J. AND R. TENNENT'S ALE and
PORTER.**
DAVID CORSAR & SONS'
Merchant Navy }
Navy Boiled } **CANVAS.**
Long Flax }
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ARNHOLD KARBERG & Co.
Hongkong, 15th June, 1881.

THE Undersigned have been ap-
pointed AGENTS to the NEW
**YORK BOARD OF UNDER-
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ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

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are prepared to GRANT POLICIES
on MARINE RISKS to all parts of
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Rowlocks, and everything com-
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Boat or Captain's Gig.
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AGENTS.**
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UNDERTAKERS.
MOURNING STATIONERY, &c.
MONUMENTS ERECTED.
9, HOLLYWOOD ROAD.

To be Let.

TO LET,

Immediate Possession,
TOP FLOOR of No. 8, Queen's Road
Central (above Mr. NOBLE'S).
J. M. GUEDES, JUN.
Hongkong, 3rd October, 1881.

TO LET.

HOUSES at SPRING GARDENS.
Apply to
F. PEREIRA.
215, Wanchai Club.
Hongkong, 7th September, 1881.

Intimations.

PHOTOGRAPHY.

BARON STILLERIED, Photogra-
pher to the Austrian Court, will
REMAIN HERE for Six Weeks or Two
Months. He has now OPENED a
STUDIO next door to the new Char-
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Inspection of his Collection of PHOTOG-
RAPHS, PHOTO-CRAYONS, and WATER
COLOURS.
Hours from 10 to 1, and from 2 to 4.
PORTRAITS, GROUPS, or OUTDOOR WORK,
taken, up to the Largest Size.
Hongkong, 27th October, 1881.

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GENERAL COMMISSION AGENTS
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GOODS, SPANISH WINES, AND
GENUINE HAVANA CIGARS.

Special lines in Fancy and Plain
SATIN, SILK, AND GAUZE DRESSES.
A variety of Richly TRIMMED
COSTUMES, from the first houses
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Elegant Dressing & Morning
GOWNS.
BATHING DRESSES in the latest
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An assortment of Fine FRENCH
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Ex recent Mail Steamers.
Ladies' and Children's STRAW
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RIBBONS and SASHES of every
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SATIN and KID SHOES.
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A large collection of Elegant Arti-
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Picasse & Lubin's Celebrated
PERFUMES.
The most varied collection of Fancy
Goods in the Colony.
SHERRIES of the Finest Quality
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Note the address, 48, Queen's-road
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A DOUBLE-BARREL FOWLING-PIECE
(muzzle-loading), Patent Snap
Action, Twist Barrels, side-action
Locks; in leather case, with Shot
Pouch and Powder Flask. Price, \$10.
Apply at the Office of this Paper.
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WANCHAI.

**OREGON PINE SPARS
AND LUMBER**
always on hand.

L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881.

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I Have this day established myself
as Merchant and General Commis-
sion Agent, under the style of W. G.
HUMPHREYS & Co.

W. G. HUMPHREYS.
Bank Buildings,
Hongkong, 1st October, 1881.

NOTICE.

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the Blue Building Godowns,
Marine Lot 65, Prayer East, and ad-
vances made on the receipt.
For the MESSRS GODOWNS Co.,
J. M. GUEDES, JUN.
Hongkong, 3rd October, 1881.

Intimations.

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BEACONSFIELD ARCADE.

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Arms Repaired, Cleaned, or Converted
at moderate charges.

Sporting Guns and Ammunition
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JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
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Importers of WATCHES,
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and EYE GLASSES, in great
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Dinner at 7.30.

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cipal landing places.

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Proprietor.

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AND TO
H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

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New Black Dress Silks.
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Coloured Plushes and Rozelles.
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New Costume Tweeds for Dresses.
A splendid variety in Winter Dress
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Specialties in Silk Scarves.
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Ball, Reception, and Wedding Dresses made in the most Fashionable Styles.

VICTORIA EXCHANGE, QUEEN'S ROAD, HONGKONG.
Hongkong, 17th October, 1881.

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Hongkong, 1st October, 1881.

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THE
Hongkong Telegraph.

HONGKONG, 27TH OCTOBER, 1881.

Two of our local celebrities have lately favoured the world with contributions to the literature of Railway Enterprise, designed to meet a want among a certain section of the Hongkong community infected with the fever called the "Tramway mania." Mr. Alford's pamphlet has been already noticed to a greater extent than its puerility entitled it. This weak effusion, however, bears the *imprimatur* of an advertisement, and is, therefore, hardly open to comment. Mr. Danby's "Report" is a more pretentious undertaking, derived from the experience of others, principally in the United Kingdom, which information is wonderfully adapted, twisted and tortured, to suit a wholly different condition of place and things.

It must, *in primis*, be clearly understood that we are not averse to Tramways; we only contend that their introduction into the City of Victoria, running through an irregularly aligned, narrow, and crowded thoroughfare, is undesirable—a measure fraught with danger and failure, not likely to benefit the community or remunerate the promoters.

Before entering on any discussion of the subject it may, perhaps, be well to mention that tramways are, for all practical purposes, considered as railways; but whether they are called rail or tramways does not much matter. They have been in use in the mining districts of England, as far as can be ascertained, since the seventeenth century; but the utilisation of steam as a motor only dates from 1781, when Trevithick actually constructed a road carriage propelled by that agency. We learn from a review of the early history of the progress of steam locomotion that, in 1804, the same engineer constructed a locomotive to run on a tramway which was used at Pen Darran, South Wales. "In 1808," he exhibited a locomotive drawing a carriage on a circular rail-road. Blenkinsop tried the plan of toothed wheels on the engine, and a rack cut on the rail, to enable the locomotive to go up steep gradients." Stephenson's attention was directed to the subject in 1814, at which time several engines were in use on tramways in his neighbourhood, and he constructed an engine of the smooth wheel-type, which was tried on the Killingworth Railway with success. The immense development of the British and other Railway systems, and the great improvements effected in steam locomotives are too recent and well known to require description. They play a conspicuous part in the history of the past half-century. We have adduced this historical summary to show that, although the advan-

tages of tramways were known for a long period, their introduction into towns is only a matter of recent date, and even now to a comparatively insignificant extent compared with the immense growth of railways.

To revert to Mr. Danby's brochure, the opening page is rather far-fetched, and the figures quoted rather weaken his ground, if anything than otherwise; for, taking into consideration the large number of towns in the United Kingdom with populations exceeding and approaching that of Victoria, their higher civilisation and general advancement, 368 miles of street tramways is by no means a conclusive figure of their appreciation of this mode of conveyance, or evidence of its being "a great success," an "actual necessity" (!) In London, alone, there is far more than that length of street roads; and when we take the fact that in 1879 there were 418 more licensed vehicles plying for hire in the streets of London than in the previous year, Mr. Danby's assertion that tramways "are now the accepted means of cheap and regular transport in all large towns," appears rather dubious, and gives grounds for receiving his statements *cum grano salis*. This is further instanced in India, which, being an Asiatic country under British rule, will better serve our purposes of comparison. In the city of Madras, which was acquired in 1639, and which is built on a plain, covering an area of 30 square miles, with a population of 700,000 souls, tramways are as yet unknown, and more than a score of other large towns might be enumerated with populations twice and thrice that of Victoria where like conditions obtain. In Calcutta they were tried and abandoned, but have been recently again introduced—to connect a railway terminus with the shipping, and a densely populated suburb with the business centre of the town. It is only in those places where tramways are made to subserve these and similar objects—all else being favourable—that they have given satisfaction and proved successful. Merely running through a busy thoroughfare will not accomplish these ends. The success of the American tramways generally may be summed up in a few words: the sites of the towns have been selected and the streets laid out by the most intelligent, go-a-head community in the world, always with "an eye to business," and they have profited largely in doing so by the experience of older countries. It is only necessary to notice some of the tramways in operation in a few of the leading towns of the continent of Europe before closing our paragraph on this sub-head. In Milan, there are 200 miles of tram rail branching out from the city on every side along fifteen of the principal roads, and running in some cases as far as thirty miles into the country, and in Turin "the tramways run through and around the city to a country resort seven miles from it." We know, as a fact, that one of the most scientific military powers in the world, Prussia, has prohibited the construction of any railway with such curves as must be unavoidably used in Victoria. These instances will suffice to show that statements *re* continental and other tramways should be received with caution, and are capable of bearing a very different signification from our locally proposed schemes.

Mr. Danby's procedure is simply this: two fixed points and a fixed route having been given him, he has to meet objections to, and defend the selection, which, *volens volens*, must be upheld. We are not, therefore, surprised on reading the following sentence in his Report:—"It has been evident for some years past that the City of Victoria is unusually favourably adapted for the introduction of Tramways, not only owing to its configuration and the easy gradient of its principal street, but also owing to the immense passenger traffic along Queen's Road,

which is incessant from early morning to late at night; and most of it being in an east or westerly direction." This is an unique combination of nonsense, supposition, and inaccuracy—we use the latter term with reserve, as Mr. Danby is apparently laboring under an optical illusion. The crowded and busy thoroughfare, referred to, Queen's Road, is fed by the immense lateral traffic—down-hill and from the Praya—which has only a limited longitudinal circulation; and we are at a loss to conceive whence the data could be drawn for basing expectations on the proposed tramway project. Mr. Danby desires to make traffic. He coolly proposes to supersede the jinrickshas, consign them to Limbo; and ignores water and other competition. The steam-launches to Kowloon ply for five cents the trip, and we doubt whether tramways could cover the same distance on land with equal profit. It is further very doubtful whether a large proportion of the inhabitants of Victoria "would gladly pay for a ride in a comfortable tram-car," which involves waiting, routine, and walking—for we presume passengers will not be taken up and dropped *à volonté*; whereas a jinricksha or chair is always available, travels sufficiently fast, gives no trouble, and perfectly safe for ten cents the half-hour! We may here mention that the fares charged on the Italian tramways already named are 2½ and 1½ cents, respectively, for first and second class per mile; but distance or the great length of lines is the chief paying factor there as elsewhere.

The objection which Mr. Danby raises to the line of route proposed by what was once a rival Company might with greater justice be made to apply to that which it is his especial province to advocate; and in his over anxiety for fault finding, he commits himself to certain inconsistencies which show that the "configuration" of the city is not altogether quite so favourable for tramways as he would have people believe. However, we may allay his apprehensions and those of others as regards steep gradients and sharp curves: the Darjeeling tramway has just been completed in India, on a two feet gauge, which ascends 7,400 feet in 50 miles, and mounts gradients of 1 in 21, round curves of 70 feet radius. (This line, with all difficulties, only cost £3,000 per mile.) But, in such works, the engineers are untrammelled, and they are not restricted to the narrow limits which prevail within the confines of a town or city. This is apparent, even here, where Mr. Danby asks to reduce the 9 ft 6 in. Board of Trade margin from kerb to rail, the object of which is "safety"—to protect high buildings from the vibration which would be induced by the motion of a 10 or 12 ton locomotive, and possible contingencies from derailment and other sources of accident. Considering the great variety of permanent way in use throughout the world, all laying claim to advantages, and some of them connected with the greatest professional names of the day, it is rather amusing to find one who has never, perhaps, seen a rail laid, proclaiming the superiority of one particular patent, and trenching upon the domain of rigid dynamics to support it.

We are not disposed to follow Mr. Danby through his quotations; but, before concluding, we will give him and his patrons one in return, which we would recommend them to seriously digest. In a pamphlet entitled "Steam Tramways for India," by Mr. Claud St. Vincent, published "under official sanction," the general conclusion arrived at is, that it would "be difficult to make a short line a paying concern, unless there was an exceptionally heavy traffic, and any town so situated that wished to possess the luxury of a tramway, would probably have to pay for it, by contributing a fixed yearly sum to the Company's receipts." So much for India—then, *a fortiori*, China!

His Excellency the Governor has consented to lay the foundation stone of St. Joseph's College; and the ceremony will take place on Thursday, the 3rd proximo.

Amongst the officers that have been successful at the recent examination for the Staff College, to be admitted in February next, we notice the name of Captain Ernest Edward Swaine, 2nd bat. Royal Inniskilling Fusiliers, late 108th Madras Infantry.

We are informed that Major Moore-Lane, whose arrival we noted yesterday, is brother to Captain Moore-Lane, late of the "Slashers." The Major belongs to the R.A. and comes out to relieve Lieutenant-Colonel Rooke, who proceeds to Malta by the next English mail.

We regret to have to record the death of Captain Kaemena, of the German brig *Turtar*, who died last night from an attack of rheumatic fever. Captain Kaemena, who has been in very indifferent health for some considerable time past, will be much regretted by all who had the pleasure of his acquaintance.

The Fochow Herald hears on good authority that Commodore Schufeldt, of the American navy, is already engaged by the Viceroy Li as Naval Adviser, and probably also as Admiral of the Chinese fleet. The French Captains, who were such "white elephants" on the hands of the Viceroy, are to go South.

We learn from Tientsin—that the clause prohibiting opium dealing has been inserted in the new Brazilian Treaty just made. Another clause is to the effect that a Chinese officer of justice can search or enter a Brazilian house or ship in pursuit of a criminal. This is an attempt to insert the thin end of the wedge.—*Fochow Herald*.

We observe in an account of the inaugural cricket match played on the new ground at Fochow, which appears in the Herald of the 20th instant, that our Hongkong "crack," Mr. Munro, especially distinguished himself, scoring no less than 67 out of a grand total of 132. From this it would appear as if the best batsman in the Far East still retains his grand old form.

"Fusiliers" used to be soldiers armed with the now almost mediæval weapon known as a "fusi," which is still preserved in our museums and other depositories of obsolete arms, and the name has been perpetuated in certain old regiments after their "occupation" was "gone." Within the last few years the mystic title has, very sensibly, been dropped by the Scots Guards; but distinctions are often fearfully and wonderfully made; and now, for the first time, the good old corps, the 27th, or Inniskilling Regiment, has just been made the victim of the same enachronism, and is henceforth to be known as the "Royal Inniskilling Fusiliers." But amongst "modern antiquities" there can surely be nothing more exquisitely grotesque than the Queen's Scottish Bodyguard, with their long bows, which, as their questionable history shows, are scarcely relics of the past, but brand new articles of the present century, for which a popular explanation has been zealously worked out.—*Broad Arrow*.

Proselytizing among the Chinese is time thrown away, as missionaries in their country are well aware. It is a fact that every Chinese convert to our form of religion has cost half a million dollars, and it is doubtful if many of them have really experienced any change of heart. The success of a San Francisco lady in converting her servant, is a good illustration. She taught Ah Lee some of the forms of faith, and brought him to that state of mind that he avowed his love for the Saviour, but at last Ah Lee struck for higher wages, and when his demand was refused, he indignantly exclaimed: "You no pay me four dolla haf, me no go Sunday school. You tink me love Jesus allee same tlee dolla hap evly week you heap dlam fool; you savvy?" The lady did "savvy," but it was useless to attempt Ah Lee's conversion except on a pecuniary basis, and, in time the Brooklyn missionaries will reach the same conclusion, and turn their attention to the civilized heathen of the crowded cities.—*Globe*.

The Occidental and Oriental S.S. Co.'s steamer *Gaelic* will be undocked at Aberdeen this afternoon. H.M.S. *Comus* goes to the Cosmopolitan Dock to-morrow.

The Board of Trade has published statistics of accidents which have occurred on the British rail and tramway systems during the year 1880. These showed 1,136 killed and 3,958 wounded.

We do not remember to have seen the following Reuter's telegram in its entirety, which appears in the *N. O. Daily News* of the 19th instant, in any Hongkong paper:—"London, 17th Oct. Mr. Dillou has been re-arrested. There has been a serious disturbance at Li-morick, but the rioters were dispersed by the military. The Ameer's troops have arrived at Herat."

According to the *Herald*, official information has been received by the Tartar General at Fochow relative to the fight with pirates at Ningpo, where in Captain Yip Ah Foo was killed. The report to the Tartar General states that Captain Yip Ah Foo was not only beheaded, but that his body was also quartered, and that the pirates had only returned one half of the body of the deceased.

We have received from Messrs. Lane, Crawford & Co. a specimen copy of Lett's Office Diary and Almanac for 1882. It is a very complete, and well got up work, containing a mass of valuable information, as well as affording ample space for written memoranda. In addition to a whole page closely ruled for every day in the year, and the usual columns for current expenses there are new features in a page for books, &c., lent, and a specially prepared tablet for memoranda to be written either with slate or lead pencil. Lett's Diaries, of which Messrs. Lane, Crawford & Co. have a very large and varied stock, have become quite a *véde mécum* for the household as well as for the office.

What will our aspirants to histrionic fame in this select home of soft-sawdust so-called dramatic criticism, where every lady is said to be equal to Helen Terry, and far superior to Marie Wilton; and every gentleman is indiscriminately lauded to the skies as an actor to the manner born, think of the following critique, which appears in the *Sydney Bulletin* of the 3rd ulto, &c.—"On Tuesday last the Victoria Dramatic Club gave an entertainment at the School of Arts. The performance consisted of the 'Momentous Question,' the third act of 'Othello,' a musical olio, and the 'Dumb Maid of Genoa,' all this sandwiched by musical earthquakes perpetrated by the Victoria Bass Band. We saw the 'Momentous Question,' we saw 'Othello,' we heard the musical olio, we beheld the 'Dumb Maid of Genoa,' and the result of the whole in our brain is—confusion. The exhibition would have been very funny, had it not been very painful. The performance took place amidst a whirlwind of shrieks, yells, hisses, and cat-calls, the whole constituting a *vacarme* that has never been heard since McElkone last addressed the electors. In the first piece, Miss—well, we are too galled to give fair young creature's name—appeared in a red petticoat and a Garibaldi that looked as if it had been washed ashore from the wreck of the *Eric the Red*. When we know that neither the Smiths nor the Romanyas are performing, we do not look for ethereal beauty in the exponents of the various characters; but, certainly, when a lady appears as 'the beauty of the village,' the size of whose shoes is apparently large thirty-sixes, we think that we shall not be termed hypercritical if we state that it required a very large amount of forbearance on the part of the audience to prevent their indignation taking the form of orange-peel. As it was, at the close of each act, and of each item in the programme, the performers were hilariously called before the curtain, and enthusiastically booed, the lady who had left her teeth at home coming in for a large share of public attention. To individualise would be cruel, but we may state, generally, that if we had the option between going to Quarantine and sitting out another performance of the Victoria Dramatic Club, we should most unhesitatingly go down the harbour."

CANTON INSURANCE OFFICE.

The following is the Report for presentation to the shareholders at the annual general meeting, to be held at the Offices of the Company, to-morrow, at three o'clock p.m.:

The General Agents have now to submit to the shareholders the usual annual statement of accounts.

Office 1880.—In June last a dividend of \$178.95 per share and return of 15 per cent. on contributions was paid, and the General Agents and consulting Committee regret now having to report claims so heavy that they do not feel justified in making any further distribution. After providing therefore for outstandings the account has been closed, and shows a net profit of \$161,055.00 distributed as above.

Office 1881.—The open statement shows a balance of \$385,093.39 at credit after allowing for all known disasters to date, which result will it is hoped be considered satisfactory.

JARDINE, MATTHEW & Co.,
General Agents,
Canton Insurance Office,
Hongkong, 17th October, 1881.

CRICKET.

OLD RESIDENTS V. NEW COMERS.

This old-fashioned match was commenced yesterday afternoon on a good wicket and in first class cricketing weather. The griffins assumed the defensive with Wolsley and Bell Irving, Hynes and Dunman leading the attack for the veterans. This was the Secretary's first attempt with the ball this season, and although we have seen him rather more dangerous to play, it must be owned that he trundled in fairly good form, and proved very successful. Our limited space will not permit us to dwell on the details of the innings, the principal features of which were Bell Irving's promising contribution of 36, which, conceding that the young players had the best of the luck, was a satisfactory performance, as was Friend's grandly played 31. The Engineer was in his very best form; his clean, hard hitting, and fine judgment in placing the ball, being deservedly admired. He was well set, and looked like getting over the half century and carrying out his bat, when in playing back to Carpenter, he unfortunately hit his wicket. Lawford played carefully for his 16, but none of the others reached double figures, the innings closing for the very respectable total of 134 runs, which included 14 extras. Dunman was most successful with the ball, taking six wickets for 50 runs, Hynes having the credit of four wickets at a cost of 35 runs. It may be noted that Dunman's bowling is far more difficult to get away and has proved much more effective during the present season, than has ever previously been the case. The Old Residents commenced their innings with De Courcy Forbes and Whyte, to the bowling of Clarke and Bell Irving. Both batsmen were evidently bent on hitting, but Whyte after making three was easily caught by Stokes (sub) off Bell Irving. Dunman was the incomer, and immediately commenced to score, as after a brace of singles, he hit Irving for two and three, immediately afterwards supplementing this with a brace of fours off Clarke; Forbes in the meantime getting both bowlers away for three. Wilson was then substituted for Clarke, but the change was an expensive one, his first over costing eight runs. When the stumps were drawn for the day, the score stood as under:—

NEWCOMERS.	
First Innings.	
Dr. Wolsley, A.M.D., 6	Mr. H. S. Noel Clarke, 8
Mr. Bell Irving, 3 & 5	Mr. J. W. Dunman, 3
Dunman, 36	Lieut. Lane, B.A., 5
Lieut. Mayne, 11	Hynes, 2
Lieut. Bennett, 11	Mr. Saddler, O.S.D., 4
Mr. A. Wilson, R.N., 5	not out
Dunman, 18	Mr. Easton, 6
Lieut. A. J. Lowford, 16	Extras, 14
Dunman, 31	
Lieut. L. B. Friend, 13	
R.B., w, b Carpenter, 31	

OLD RESIDENTS.	
First Innings.	
Mr. H. de C. Forbes, not out, 10	Mr. Dunman, not out, 27
Mr. H. F. Whyte, 3 sub	Extras, 2
Mr. Bell Irving, 3	

Play will be resumed this afternoon.

A dangerous illustration—Lady visitor to scripture class—With what weapon did Samson slay his enemies? After a period of unbroken silence, fair questioner (touching her blooming cheek)—What's this? Chorus—The jaw bone of a ass, mum.

CORRESPONDENCE.

ST. ANDREW'S BALL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
Sir.—In your issue of yesterday, a correspondent, writing over *non de plume* of "McCoals," makes a somewhat rancorous attack upon me.

"McCoals" has written either misunderstanding my remarks, or having had them misrepresented to him, and of this I shall be glad to satisfy him if you will oblige me by arranging for a personal interview.

I think I shall not be considered, by my resident "Brithers Scots," guilty of "unwarrantable impudence," in saying that I am sufficiently well-known to them to stand acquitted of the suspicion of an attempt to pass a slight upon any class of our countrymen.—Yours faithfully,

WILLIAM LEGGE.

Hongkong, 27th Oct., 1881.

Sir—I have noticed a letter in to-day's *Telegraph*, under the heading "A Voice from the Stoke-Hole," which refers to the meeting of Scotchmen held at the City Hall to decide upon the celebration of St. Andrew's Day. Your correspondent "McCoals" is evidently a well-meaning man enough, but it seems to me that he has quite misunderstood Mr. W. Legge's meaning, when that gentleman alluded to the great expenses attendant upon getting up a ball. Mr. Legge stated that in order to obtain a sufficient sum to pay all expenses, it had been necessary in previous years, to get the whole of the Scotchmen in the Colony to become subscribers, as well as all those in the stake-holes of steamers in the Harbour. No person could possibly have inferred that any slight was intended to our engineer friends, and the expression "in the stake-holes" was doubtless used as a mere figure of speech to show the difficulties which actually exist in obtaining the necessary funds for a Scotch Ball. I was present at the meeting of Scotchmen and voted against Mr. Legge; but although I did not consider his observations at all relevant to the question under discussion, and not in the best of taste, I feel quite certain that he would be about the last man in the Colony to offer a gratuitous insult to any class of his own countrymen. Apologising for troubling you with this letter, which I trust you will find room for, I am, yours, &c.,

A SCOT.

Hongkong, 26th Oct., 1881.

ENGLISH TRADE WITH CHINA.

Notwithstanding the competition of trading rivals, and their attempts to establish more intimate relations of commerce with the Celestial Empire, it is satisfactory to find, from the consular reports just issued, that England still holds its own in that part of the globe. Of the direct foreign imports into China last year, about 51 per cent. were from Great Britain and India, the proportion in 1878 being 56 per cent., while in 1879 the proportion borne by Britain and its possessions to the total foreign trade of the Empire was 77½ per cent., and the Continent of Europe (Russia except) following with a proportion of 7½ per cent. And in the carrying trade our preponderance is equally great, and is becoming still more marked. From the statistics supplied it appears that the proportion of British to the total tonnage has steadily increased from 52½ per cent. in 1875 to 60½ per cent. in 1880. The trade in metals has varied little since 1870, but the tendency has been towards a slight increase. In 1880 the total value of this class of imports was about 1,181,000*l.*, the items contributing most largely to this total being bar iron, lead, and tin in sheets. Consul Alabaster (Hankow) suggests that it is worth while inquiring whether it might not be more profitable to import sheet lead instead of pig, as at present his belief being that, as our mechanical appliances for rolling are so much superior to those possessed by the Chinese, there should be a margin of profit in the transformation of the pigs into sheets, if care were taken to make the sheets of sufficient thinness and of such a width as to render them suitable for the lining of tea chests, for which purpose nine-tenths of the lead imported are applied. He further expresses the opinion that very slight modifications in form to suit it for native use would cause much of our hardware to come into demand, for the Chinese smiths are the rudest of the rude, and when articles that can be employed are imported by chance they invariably sell rapidly and well. His report therefore fully confirms what has been repeatedly urged before—namely, that the British manufacturer ought to follow the example set him by his rivals, and to adapt his products to the various markets in which he wishes to compete successfully.—*Overland Mail*.

COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.

There has been a small local demand for Banks since we last wrote, and at 110 per cent. premium for cash, a few shares have changed hands. There is still a slight enquiry at the same price, but holders apparently do not seem inclined to sell until after the end of the month. Chinese Insurance shares are vainly offered at 307½, and we think buyers could obtain all they require at 305. A small lot of China Fires were sold this morning at 275, and more are offered at the same rate. Books have been negotiated at 80 per cent. premium for the end of the month, but the transactions have been of a minor character. Sugars have again advanced as we anticipated would be the case, and some business has been done at 160; however, there are still sellers at that price. Steamboats are quiet in the market, and there are plenty would be sellers of Hotels, whose offers have failed hitherto to lead to business. Other particulars may be gathered from subjoined quotations.

SHARES.

Hongkong and Shanghai Banking Corporation—110 per cent. premium, Sales.
Union Insurance Society of Canton—\$1,650 per share.
China Traders' Insurance Company—\$1,600 per share.
North-China Insurance Company—Tls. 1,125 per share.
Yangtze Insurance Association—Tls. 830 per share.
Chinese Insurance Company—\$307½ per share, sellers.
Man On Insurance Company, Limited—\$25 per share premium.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$950 per share, Sellers.
China Fire Insurance Company—\$275 per share, Sales.
Hongkong and Whampoa Dock Company—30 per cent. premium, Sales and sellers.
Hongkong, Canton, and Macao Steamboat Company—\$24 per share premium, Buyers.
China Coast Steam Navigation Company—Tls. 162 per share.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$105 per share, Sellers.
Ch. A. Sugar Refining Company, Limited—\$160 per share, Sales.
China Sugar Refining Company (Debtures)—3 per cent. premium.
Hongkong Ice Company—\$123 per share.
Hongkong and China Bakery Company, Limited—\$50 per share.
Chinese Imperial Government Loan of 1878—1½ per cent. premium, ex interest.
Chinese Imperial Government Loan of 1881—3½ per cent. premium.

EXCHANGE.

On LONDON—Bank Bills, T.T.	3/84
Bank Bills, at 30 days sight	3/84
Bank Bills, at 4 months sight	3/94
Credit, at 4 months sight	3/94
Documentary Bills, 4 months sight, 3/94	
On PARIS—Bank Bills, on demand	4.68
Credit, at 4 months sight	4.81
On BOMBAY—Bank, T.T.	223
On CALCUTTA—Bank, T.T.	223
On SHANGHAI—Bank, T.T.	734
Private, 30 days sight	734

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD.)

Hongkong, 26th and 27th October.	
Barometer—1 P.M.	29.935
Do. 4 P.M.	29.918
Thermometer—1 P.M.	83.
Do. 4 P.M.	82.
Do. 1 P.M. (Wet bulb)	74.
Do. 4 P.M. Do.	75.
Barometer—2 A.M.	29.936
Thermometer—1 A.M.	77.
Do. 9 A.M. (Wet Bulb)	72.
Do. Maximum	92.
Do. Minimum (overnight)	74.

The following declaratory resolution relating to the finances of India shows at a glance the nature of the accounts placed on the table of the House of Commons, and on which Lord Hartington based his speech on Aug. 22:—"That the ordinary revenue of India for the year ending March 31, 1880, was 60,037,962*l.*; the revenue from productive public works, including the net traffic receipts from guaranteed companies, was 8,416,701*l.*, making the total revenue of India for that year 68,454,663*l.*; that the ordinary expenditure in India and England, including charges for the collection of the revenue, for ordinary public works, and for interest on debt, exclusive of that for productive public works, was 60,943,254*l.*; the expenditure on productive public works (working expenses and interest), including the payments to guaranteed companies for interest and surplus profits, was 8,724,361*l.*, making a total charge for that year of 69,667,615*l.*; that there was an excess of expenditure over income in that year of 1,182,949*l.*; that the capital expenditure on productive public works in the same year was 3,364,330*l.*; and that there was also an outlay on the East Indian Railway of 154,218*l.*, beyond the debt of 9,576,614*l.* created in England and in India on account of the purchase of the line."

SHIPPING INTELLIGENCE.

ARRIVALS.

Oct. 26, Bengoloe, British steamer, 1,198, Webster, London via Singapore 18th Oct., General.—Gibb, Livingston & Co.
Oct. 26, HARDWICK, British steamer, 715, Topp, Swatow 25th Oct., General.—O. M. S. N. Co.
Oct. 26, Onor-onoro, Chinese gunboat, from Canton.
Oct. 27, PARNOCUS, British steamer, 1,600, White, Foochow 25th Oct., General.—Butterfield & Swire.
Oct. 27, PLAINMILLER, British steamer, 1,195, Wm. McKenzie, Singapore 19th Oct., General.—Bun Hin & Co.
Oct. 27, Hornow British steamer, 895, T. Shaw, Canton 26th Oct., General.—Butterfield & Swire.
Oct. 27, Emur, Spanish steamer, 222, G. de Antusar, Amoy 25th Oct., General.—Remedios & Co.
Oct. 27, CHINKIANG, British steamer, 799, Orr, Canton 26th Oct., General.—Siemens & Co.

DEPARTURES.

Oct. 26, TUNG-TUNG, Chinese steamer, for Shanghai.
Oct. 26, Ningpo, British steamer, for Shanghai.
Oct. 26, GLENLYON, British steamer, for Shanghai.
Oct. 26, Fu-yew, Chinese steamer, for Canton.
Oct. 26, HARDWICK, British steamer, for Canton.
Oct. 27, PALADIN, British steamer, for Chefoo and Newchwang.
Oct. 27, OAKLANDS, British steamer, for Chinkiang.
Oct. 27, YOTUNG, British steamer, for Swatow.
Oct. 27, ANNA, German bark, for Chefoo.

PASSENGERS.

ARRIVED.

Per Hardwick, steamer, from Swatow, 54 Chinese.
Per Bengoloe, steamer, from London and Singapore, Mr. Rogers.
Per Plainmiller, steamer, from Singapore, 23 Chinese.
Per Emur, steamer, from Amoy, 213 Chinese.
Per Patroclus, steamer, from Foochow, &c., Rev. and Mrs. Ost, and child, for Hongkong; Mrs. Hagous, and child, and Mrs. Fitzgerald, for London.

DEPARTED.

Per Paladin, steamer, for Chefoo, 1 European, and 12 Chinese.
Per Ningpo, steamer, for Shanghai, Mr. R. Smith, 1 European, and 60 Chinese.
Per Yotung, steamer, for Swatow, 150 Chinese.

REPORTS.

The Spanish steamer Emur, from Amoy, reports had fresh monsoon.
The British steamer Patroclus, from Foochow, &c., reports fine weather with Northerly and Easterly winds.
The British steamer Hardwick, from Swatow, reports fine weather, and moderate Northerly winds, and strong S.E. swell.
The British steamer Bengoloe, from London, &c., reports—First part clear fine weather and calm; latter part had strong gale working from N.E. to S.W. with high confused sea; and latter part had fresh gale from N.N.W. to port on the 26th inst.
The British steamer Plainmiller, reports—Left Singapore for Hongkong with a general cargo on Wednesday, October 19th at 4 p.m. and experienced light N.E. winds, fine clear weather and a smooth sea as far as Pulo-Condore which was passed at midnight on Thursday the 20th October. We then had variable winds, squally weather with heavy rain until Saturday, when we passed Cape Padaran and got light variable winds, dull cloudy weather, with a very high confused sea which continued till we reached the Paracels Islands, heavy sea which kept up until our arrival here.

MAILS.

The following mails will close:—
TO-DAY, 27th October.—

For Yokohama and Higo, per Bengoloe, at 3.30 p.m. For Singapore and London, per Patroclus, at 5 p.m.

TO-MORROW, 28th October.—

For Kobe and Yokohama, per Takasago Maru, at 3.30 p.m. For Bangkok, per Rajanathianahar, at 5 p.m. For Manila, per Joloano, at 4.30 p.m. For Shanghai, Chefoo and Newchwang, per Atlanta, at 4.30 p.m. For Swatow, Chefoo and Newchwang, per Himalaya, at 5 p.m.

On MONDAY, 31st October.—

For the United Kingdom and Europe via Brindisi, to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, Gibraltar, and Mauritius, per Khiva; printed matter at 2 p.m., letters at 3 p.m.

On THURSDAY, 3rd November.

For Straits and Bombay, per Avoca, at 2.30 p.m. For Port Darwin, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c., per Ocean, at 3.30 p.m.

MacEwen FRICKEL & Co.

GENERAL STOREKEEPERS, &c.

HAVE FOR SALE.

Groceries.

Crosse & Blackwells, Celebrated Household Stores.
John Moir & Sons, Celebrated Household Stores.

American Stores of all descriptions.
Huntley & Palmer's DISCUITS & CAKES, BUTTER Danish & French, Philippine & Canada's PATES &c.,

CHUTNIES & CURRY
POWDER, TRAYSSONNEAU'S FRUITS in juice.

COFFEE, SUGAR, &c. &c.

Wines, Spirits, &c.
CUTLER PALMER & Co.'s "CARTE BLANCHE" HED-IO & Co.'s MO-NOPOLE, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET.

MUMM'S (JULIUS) CHAMPAGNE pts. and qts.
NEYEN'S (BODEN) BOUZY, pts. and qts.

EXTRA SEC. quarts.
Charles Heidsieck's WHITE SEAL, pts. and qts. VEUVE OLIVOT PONSARDIN, pts. and qts. Theophile Roderer & Co.'s VERZENAY MOUSSEUX, pts. and qts.

Krug's CHAMPAGNE, pts. and qts.

CUTLER PALMER & Co.'s CHATEAU MOUTON LORMONT, pints, and quarts.

ARAUZAN (Chateau), pints and quarts.
ERMITAGE LUDON, THIBGEUF (Chateau), pints and quarts.

CHATEAU LAROSE (Cruetier & Adot's), pints and quarts.

CHATEAU LAFITE, pints and quarts.
IRES GRAVES, pints and quarts.

BREAKFAST CLARET, pints & quarts.
OLD INVALID CLARET.

St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.
Chambertin, Chablis (White), Liebfraunmilch, Hockheimer, Niersteimer, Steinberger, Radesheimer

Berg, Konin Victoria Berg, Chateau Yquem, Grand Vin, Haut Sauterne

Marsala, Sacccone's
Pale Dry White Seal Sherry, Yellow Seal Amontillado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.
1, 2 and 3-star Hennessy's Brandy.

La Grande Marque Brandy, Cutler Palmer & Co.'s

Brandy, Ruyver Guillet & Co.'s Brandy, 1 to 4 stars; Finest Old Bourbon Whisky, highly recommended.

Kinnahan's LL Irish Whisky, Jamieson's Irish Whisky, Royal Glendee Whisky; AVH Gin, Swaino

Boord & Co.'s Old Tom Gin; La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Curacao, pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.

GUINNESS'S STOUT, bottled by E & J. Burke, pints and quarts.

PILSENER BEER, in quarts.
DRAUGHT ALE and PORTER, by the Gallon.

Fine ALE, bottled by MacEwen, Frickel & Co. ALE and PORTER, in hogsheads.

Carbonated Waters.
SODA WATER.

LEMONADE.
TONIC WATER.

SARSAPARILLA, &c., &c., &c.

The Finest Stocks of
CIGARS, CAYTE CHERROOTS, PRINCESA CHERROOTS, PRINCESA CIGARS, ARQUEROS, VEGUEROS, &c., &c.

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EMPEROR OF INDIA, and Best NAVY STATIONERY, BOOKS, &c.

"Franklin Square" Library, "Seaside" Library.

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Stationery for Ladies and Office use.
Direct from the manufacturers the best, and cheapest in Hongkong.

Special orders in this line executed on very moderate terms.

Papers ruled to any pattern and stamped Plain, cameo or relief.

Dies engraved to order. Office requisites of every description.
Miner's Fire Proof Safes, Cash and Deed Boxes, Brashware.

Stationery, Crockery, and Glassware.
Builder's Hardware material, Sporting Guns, Revolvers, and Sporting ammunition.
Sailmaking and Rigging promptly executed.

CHAIR AND BOAT HIRE.

Legalised Tariff of Fares for Chairs, Chair Bearers, and Boats, in the Colony of Hongkong.

CHAIRS AND ORDINARY PULLAWAY BOATS.
Half hour, 10 cents.
Hour, 20
Three hours, 50
Six hours, 70
Day of 12 hours, One Dollar.

To VICTORIA PEAK.
Single Trip.

Four Coolies, \$1.00
Three Coolies, 0.85
Two Coolies, 0.70
Return (direct or by Pok-foo-lum).
Four Coolies, \$1.50
Three Coolies, 1.20
Two Coolies, 1.00

To VICTORIA GAP (TO LEVEL OF
UMBRELLA SEA).
Single Trip.

Four Coolies, 60 cents.
Three Coolies, 50
Two Coolies, 40
Return (direct or by Pok-foo-lum).
Four Coolies, \$1.00
Three Coolies, 0.85
Two Coolies, 0.70
The return fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip } Peak, ...\$0.75 each Coolie
(12 hours) } Gap, ...\$0.60 each Coolie

Licensed Bearers (each).

Hour, 10 cents.
Half day, 35
Day, 50

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 800 or 900 piculs, per day, \$3.00
1st Class Cargo Boat of 800 or 900 piculs, per Load, \$2.00
2nd Class Cargo Boat of 600 piculs, per day, \$2.50
2nd Class Cargo Boat of 600 piculs, per Load, \$1.75
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per day, \$1.50
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per Load, \$1.00
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per Half day, \$0.50

SAMPANS.
or Pullaway Boats, per day, \$1.00
" One Hour, \$0.20
" Half-an-hour \$0.10
After 6 P.M., 10 cents extra.
Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.
One Day, 33 cents.
Half Day 20
Three Hours 10
One Hour 5
Half Hour 3
Nothing in the above Scale is to affect private agreements.

For Sale.

FOR SALE.

ANGLO-CHINESE CALENDAR FOR 1881.

NEATLY PRINTED ON CARD BOARD.
PRICE:—10 cents.

DE SOUZA & Co.

FOR SALE.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen.—Price 50 cents.

DE SOUZA & Co.
Hongkong, 28th June, 1881.

JUST RECEIVED.

A SELECTED ASSORTMENT of MENU CARDS, SEAT CARDS, VISITING CARDS.

Apply to
DE SOUZA & Co.

FOR SALE.

A TABLE

Showing the mean time of Rising and Setting of the Sun calculated for the Latitude of Hongkong or any other Latitude if required.

PRICE:—20 cents.
DE SOUZA & Co.

For Sale.

FOR SALE CHEAP.

A First Class PONY PHAETON by Louny of Croydon.
Apply to

M. A.
The "Hongkong Telegraph" office.
Hongkong, 24th June, 1881.

FOR SALE.

AUSTRALIAN WINES, PORT AND SHERRY, of the finest quality, from Coolatta Vineyard, Braxton, Hunter River, N.S.W.

Apply to
R. FRASER-SMITH,
Club Chambers.

FOR SALE CHEAP.

BOWLING ALLEYS.

WITH BALLS, PINS, &c., Complete.
The Alleys are 79 feet in length, and were laid down about a year ago at a cost of over \$600. They have seldom been played on, and are in splendid condition.

Will be sold a bargain.
Apply to
R. FRASER-SMITH,
Club Chambers.
Hongkong, 1st July, 1881.

FOR SALE.

MERCHANTILE DIRECTORY of the World, in 3 volumes, comprising the Continental, Foreign and British Portions \$25.00

Select Phrases in the Canton Language 0.50

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Resoum da Lingua Franceza, Coordenados por J. F. de Os Dez Dias de S. Francisco 0.20

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Descripção do Imperio da Chi- na, precedida de algumas noticias sobre os Conventos de S. Francisco e de Sta. Clara em Macao: excerpto do Vergel de Plantas e Flores da provincia da Madre de Deus dos capuchos reformados, composto pelo Padre Mestre Fr. Jacinto de Deus. Lente de Theologia, Prímio- ro Padre da mesma Provin- cia, ex-Commissario Geral e Deputado do Santo Officio da Inquisição de Goa na In- dia Oriental 2.00

DE SOUZA & Co.

Hongkong, 15th June 1881.

R. FRASER-SMITH,

PUBLIC ACCOUNTANT,

ARBITRATOR,

AND

COMMISSION AGENT.

CLUB CHAMBERS, HONGKONG.

NEW DIRECTORY FOR THE FAR EAST.

A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES,

FOR THE YEAR 1882,

WILL BE PUBLISHED,

PRICE TWO DOLLARS,

ENTITLED

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST."

THE above work will be published on the 1st of January next, at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations will be applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions will be taken from the latest published official lists and revised at Head-quarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *vade mecum*.

It is intended to make this work a medium for Advertisers at a cheap rate, and the charge for Advertisements will be

\$10 per page in Hongkong, and \$12 at Outports.

The size of the Page will be SEVEN INCHES AND A HALF LONG, by FOUR INCHES AND THREE-QUARTERS; this space will admit of a large quantity of matter and all Advertisements will be tastefully and prominently displayed.

Blocks of any description will be inserted, but these must not exceed the above dimensions.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office or obtained from the Agents (list to be hereafter published) for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the mass of information it is intended to introduce into the work, but it may be fairly asserted that no such

Directory has ever been published either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong, October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes of reference, into five sections:—No. 1 extending from Green Island to the P. and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Government Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to Kellett's Island.

Vessels.	Section	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Anger Head	3	Oct. 7	Roper	British	1299	D. Lapraik & Co.
Atalanta	2	Oct. 24	Pfaff	German	717	Siemssen & Co.
Avoca	2	Oct. 25	Hassall	British	904	P. & O. S. N. Co.
Bengloe	3	Oct. 26	Webster	British	1198	Gibb, Livingston & Co.
Chinkiang	3	Oct. 27	Orr	British	709	Siemssen & Co.
Conquest	1	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Devonshire	4	Oct. 24	Pervis	British	1513	Russell & Co.
Emuy	3	Oct. 27	Antusar	Spanish	222	Remedios & Co.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dock Co.
Gaelic	1	Oct. 19	Kidley	British	1712	O. & O. S. S. Co.
Gwallior	2	Oct. 26	Adamson	British	1719	P. & O. S. N. Co.
Hoihow	3	Oct. 27	T. Shaw	British	896	Butterfield & Swire.
Japan	* Oct.	6	Gardner	British	1866	D. Sassoon, Sons & Co.
Joloano	3	Oct. 11	Marquez	Spanish	664	R. Mourente.
Kiang-ping	3	Oct. 19	Holms	Chinese	392	C. M. S. N. Co.
Kiang-chow	2	Oct. 10	A. Love	British	169	Chinese.
Kwangtung	3	Oct. 25	M. Young	British	674	D. Lapraik & Co.
Ocean	2	Sept. 11	Webber	British	1039	Geo. R. Stevens & Co.
Patroclus	3	Oct. 27	White	British	1600	Butterfield & Swire.
Plainmeller	2	Oct. 27	McKenzie	British	1195	Ban Hin & Co.
Rajanattianuhar	2	Sept. 21	Hopkins	British	933	Yuen Fat Hong.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun-on	2	Oct. 25	Plumenberg	Annamese	136	Shun Wo Yuen
Shun Tip	3	July 7	Man Fu	Annamese	93	Captain.
Takasago Maru	3	Oct. 23	C. Young	Japanese	1230	M. B. M. S. S. Co.
Vorwaerts	2	Oct. 25	Evers	German	612	Wieler & Co.
Yangtze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tuk	Annamese	1200	Captain.

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

Adele	4	Oct. 18	Logemann	Ger. bark	1132	Melchers & Co.
Alva	2	Aug. 14	L. de Souza	Port. ship	632	Brandao & Co.
Brema	3	Oct. 23	Timpe	Ger. bark	360	Wieler & Co.
B. H. Sternken	2	Oct. 18	O. Meyer	Ger. brig	235	Melchers & Co.
Cladell	3	Oct. 19	Stewart	Br. 3-mach.	245	Kong Kee.
Clara	3	July 20	Cutler	Brit. bark	939	Vogel & Co.
Daniel Barnes	3	July 22	J. G. Stover	Amer. ship	1485	Vogel & Co.
Dharwar	4	Oct. 21	Hutchins	Brit. ship	1300	Gibb, Livingston & Co.
Edmond Phinney	5	Sept. 14	J. Berry	Amer. bark	751	Carlowitz & Co.
Ellen	3	Oct. 19	Hodge	Brit. bark	499	Ghee Aik Hong.
Elvira Dorale	1	Sept. 9	Pimentel	Hawai. sh.	1363	Captain.
Esperance	3	Oct. 19	Normant	Fren. bark	272	Carlowitz & Co.
F. de Lesseps	4	Oct. 16	Matel	Fren. bark	480	Carlowitz & Co.
Gustav	4	Oct. 18	Raben	Ger. bark	656	Siemssen & Co.
Gustav & Oscar	1	Sept. 16	Hartmann	Ger. ship	1352	Captain.
Helicon	5	Oct. 5	Howe	Amer. ship	1199	Captain.
Hindustan	** Sept.	10	Belyea	Brit. ship	1547	Captain.
Hope	4	Oct. 7	Cutty	Amer. ship	797	D. Lapraik & Co.
Iceberg	4	Sept. 24	C. F. King	Amer. ship	1177	Siemssen & Co.
Kassa	2	Oct. 23	Brown	Brit. bark	312	Chinese.
Kim Soon Hoat	1	Aug. 16	P. Beng	Siam. bark	208	Chinese.
Laurens	4	Oct. 7	A. Snow	Amer. ship	808	Melchers & Co.
Lizzie C. Troop	4	Oct. 17	D. W. Corning	Brit. ship	1391	Captain.
Marie Alfred	3	Oct. 19	Brageon	Fren. bark	308	Chinese.
Mary L. Stone	3	Sept. 5	A. D. Field	Amer. ship	1458	Russell & Co.
McNear	4	Oct. 21	Taylor	Amer. ship	1265	Captain.
Morning Star	3	—	Michaelson	Siam. bark	570	Chinese.
Phoenix	1	Oct. 7	F. Gruff	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2	Sept. 10	Dudrichsen	Ger. bark	864	Carlowitz & Co.
Bambler	4	Oct. 7	Watson	Amer. bark	1019	Arnhold, Karberg & Co.
Rogulus	4	Oct. 17	S. Meyer	Ger. ship	1145	Melchers & Co.
R. Robinson	5	Sept. 14	Smith	Amer. ship	1652	Jardine, Matheson & Co.
Spartan	5	Feb. 6	Vincent	Amer. schr.	81	W. H. Ray.
Souvenir	4	Oct. 16	Williams	Brit. bark	482	Captain.
Star of India	2	Aug. 19	H. D. Roe	Brit. bark	1040	Vogel & Co.
Stonewall Jackson	4	Sept. 16	Swain	Amer. bark	1102	Russell & Co.
Syren	2	Oct. 5	Braun	Amer. ship	875	D. Lapraik & Co.
Tartar	2	Oct. 22	Kaemena	Ger. brig	258	Melchers & Co.
The Tweed	2	Aug. 8	J. M. Whyte	Brit. bark	1745	Arnhold, Karberg & Co.
Titan	5	Sept. 22	O. M. Norris	Amer. ship	1220	Geo. R. Stevens & Co.
Twilight	5	Sept. 27	Westland	Amer. ship	1303	Arnhold, Karberg & Co.
Velocity	2	Oct. 23	R. Martin	Brit. bark	490	Pustur & Co.
Wagrien	2	Aug. 26	Dibbern	Ger. schr.	179	Captain.
Wega	5	Oct. 5	A. Leopold	Ger. ship	1115	Melchers & Co.
Wrecker	4	Oct. 13	Henderson	Am. lorcha	85	Captain.

* Cosmopolitan Dock. ** Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.

RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Owners or Agents.
Iohang	J. Ogston	British	700	Butterfield & Swire.
Kiu-Kiang	T. Bonning	British	1061	H. O. & Macao Steam-boat Co.
Kiang-ping		Chinese	360	China Merchant S. S. Co.
Powan	A. G. Carey	British	1890	H. O. & Macao Steam-boat Co.
Spark	Lefavour	British	140	H. O. & Macao Steam-boat Co.
White Cloud	Hoyland	British	652	H. O. & Macao Steam-boat Co.
Yotani	McDougall	British	250	Kwok Acheong & Sons.